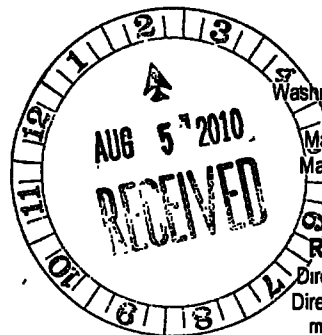


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August 5, 2010

VIA HAND DELIVERY

Cynthia T. Brown
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

ENTERED
Office of Proceedings
AUG 5 - 2010
Part of
Public Record

Re: Ex Parte 695 — Consolidated Rail Corporation's
Sales and Discontinuances

Dear Ms. Brown:

Enclosed for filing in the above-captioned proceeding are an original and ten copies of "Consolidated Rail Corporation's Request for Extension of Time." Please date stamp the extra copy of the filing and return it to our representative. Thank you.

Sincerely yours,

Robert M. Jenkins III

Attorney for Consolidated Rail Corporation

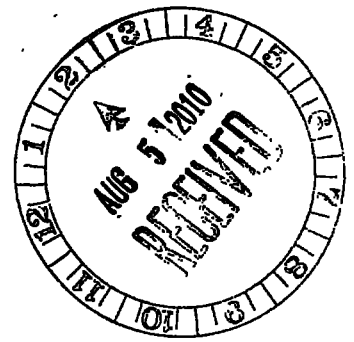
Enclosures

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

EX PARTE NO. 695

**CONSOLIDATED RAIL CORPORATION'S
SALES AND DISCONTINUANCES**

**CONSOLIDATED RAIL CORPORATION'S
REQUEST FOR EXTENSION OF TIME**



By decision served May 17, 2010, the Board ordered Consolidated Rail Corporation ("Conrail") to make filings on July 1 and August 16, 2010, in the above-captioned proceeding. Conrail timely made the first filing on July 1. Pursuant to 49 C.F.R. § 1104.7(b), Conrail hereby requests a six-week extension of time, to September 27, 2010, to make the second filing.

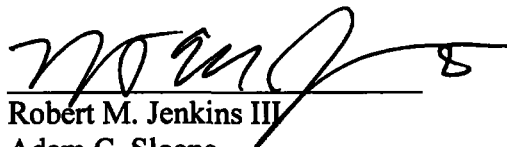
In its May 17 decision, the Board ordered Conrail to produce a report on August 16, 2010, disclosing any line or partial lines sales and discontinuances of service since January 1, 1996, for which no Board authority was sought, as well as an explanation of why Board authority was not sought. Conrail has made hundreds of property sales since January 1, 1996. A significant percentage of those sales took place during the three-year period in the late 1990's when Conrail was sold and largely divided between CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway ("NS"). Many of the records of these and other sales from that era are not computerized, or are computerized in formats that have been superseded and are not easily accessed. Many of the records are in storage at several different locations, including at CSXT and NS facilities. Insofar as the records can be retrieved, hand searches are often required to determine what kind of sale was involved. Frequently, the records retrieved must be cross-checked against other records, and a variety of materials—including, for instance, deeds,

valuation maps, and regulatory filings—must be consulted to ascertain the terms of the transactions, the nature of the property at issue, and whether abandonment authority was obtained when necessary.

Conrail has been diligently pursuing its search and review of all of its post-January 1, 1996 property sales in order to provide the report that the Board has ordered, but Conrail needs a substantial extension of time to be able to locate and review all of the records that may be relevant to the Board's order. No party will be injured by such an extension. (There are no other parties to this proceeding.) Accordingly, Conrail respectfully requests a six-week extension of time, to September 27, 2010, to make the second filing called for in the Board's May 17, 2010 decision.

Respectfully submitted,

John K. Enright
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Dated: August 5, 2010